

THE TENNIS OUTLOOK

—Anthony F. Wilding

GOOD ROADS

CRUISING

Lincoln. p. 35.

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The Lincoln Highway in Utah—Deep Creek Canyon, an old stage line route

THE LINCOLN HIGHWAY

By HENRY B. JOY

President of the Lincoln Highway Association

THE wonderful movement for good roads, permanent roads, in this country is not confined to any particular section or class. It is as broad as the nation itself.

Automobile clubs, commercial clubs, and kindred organizations have been spreading the doctrine of good roads for years, and a wonderful amount of good has been accomplished locally in many parts of the country, yet much of the enthusiasm aroused by these local campaigns has been put to no purpose owing to lack of coöperation between sections. What was needed was some big get-together impulse, some national method of coöperation, some real aim toward which to work.

The Lincoln Highway is the solution of the problem. There is no question but what it has done more for the improved road movement in this country in the few months since its conception than was accomplished in the previous decade, and the reason for this is two-fold: first, the Lincoln Highway is a definite accomplishment, it provides a real, tangible goal toward which to work, it crystallizes scattered effort, it focuses attention, and provides a method of coöperation; second, its sentimental interest as a wonderful and fitting monument, to stand for all time as a memorial to the best and most universally beloved man in the history of our country, makes it a project doubly worthy of the support and aid of every American. The Lincoln Highway is not

only a good road but a monumental tribute to our martyred president.

These two facts are, to my mind, the chief reasons for the wonderful success which has attended the efforts of the Lincoln Highway Association from the first.

The task which the founders of the Association put before the people of the country last September was the establishment of a road 3,400 miles in length, running from New York to San Francisco, straight, smooth, dustless, hard-surfaced. A road which would stand forever as a wonderful example of what united effort could accomplish, and as a powerful incentive toward the building of connecting roads from every part of the country.

The route as announced is now well known to almost every one; it leads across thirteen states—New York, New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Colorado, Utah, Nevada, and California. The scenic wonders and historic interest of this route have been commented on at length and can be well imagined. As a pleasure trip it is unequaled in any other part of the world. A road of this length would be a physical impossibility anywhere else.

In the selecting of this route the following things were made the determining factors: first, the shortest possible distance from New York to San Francisco, topography considered; second, the condition of the roads in each

locality, those roads being selected which would require the least expense and effort to put them in proper condition; and, third, the possibility of reaching the greatest number of people and yet avoiding as much as possible the crowded traffic centres of the larger cities.

In the wisdom of the selection lay the only force for the securing of popular approval and the unanimous support of the scattered good roads workers. Before the announcement was made, months were spent in going over the ground, hearing the reports of road experts, and securing the opinions of the best authorities in the country, as well as those of the different organizations along the Way.

The response to the appeal of the Association has been tremendous. The founders of the plan were sure of success but they expected it to be slow in coming. The point where assured completion could be announced came more quickly than even the most optimistic of the founders had expected. Cooperation has come from every source.

To complete the Lincoln Highway will probably cost in the neighborhood of \$25,000,000; of this estimated sum the Association hoped to raise \$10,000,000, the remainder coming in the form of aid from the constituted road authorities of the states, counties, townships, and municipalities along the route. To secure this aid, as well as the fund required, publicity was necessary. The plans and aims of the Lincoln Highway Association and the wonderful benefits of the Highway to every section of the country had to be made clear, and so the foundation of the whole plan rested upon the support of the press. The wonderful cooperation which the Association has received from this source is chiefly responsible for the measure of success which has been reached so quickly.

Probably no other public or private enterprise has been reported so completely or put before the public in such a thorough way in such a short time as The Lincoln Highway. Thousands of inches of space have been used in the dailies from one coast to the other; the motoring publications and the weeklies and monthlies of tremendous circulation have made the Lincoln Way a common topic of conversation the country over, and in addition to this, nearly \$40,000 worth of display advertising space has been contributed for



On the western slope of the Cascades. When the Lincoln Highway becomes an accomplished fact, the scenic wonders of our Western mountains will be better known to the erstwhile stay-at-home American.



THE LINCOLN HIGHWAY

the use of the Association.

From the headquarters which were established in Detroit, state, county, and local consuls or representatives of the Association were appointed. These men, representing the highest class of citizens in every community — bankers, clergymen and business men of all kinds — organized local

and state branches of the Association, raised funds, exerted political influence, and in fact, have been indispensable in the work, giving freely of their time, energy, and money.

The contributions toward the \$10,000,000 fund have steadily grown, and from the first day when Carl Fischer put his great plan before the founders of the Association and secured \$300,000, it has grown nearly to half of the desired sum. The contributions have ranged all the way from the bag of pennies, dimes, and nickles received from the school children of a small Nebraska town and the seven cents from the children of an Alaskan school, to the patriotic contributions of some of the largest industrial organizations of the country, ranging from \$10,000 to \$300,000.

Checks have been received from the President of the United States, the governors of many of the states, and from dozens of United States Senators and Representatives, as well as from high dignitaries of the different religious denominations of the country; every mail carries its proportion of the great fund.

States, counties, and municipalities have been active; in scores of towns and cities along the Way the streets have been renamed Lincoln Highway, and in many places, notably Chambersburg, Pa., and South Bend, Ind., memorial arches have been erected, while at the entrances of the Highway in many of the towns are being put up large signs telling the traveler the name of the community, its distance from New York and San Francisco, and at least one interesting fact for which the town is noted or which it is particularly anxious to impress upon the tourist. For instance, the sign at Canton, O. reads:

This is Canton, O., the last resting place of William McKinley.
New York, 540 miles. San Francisco 2,847 miles."

Over 75 per cent., or about 2,500 miles, of the Lincoln Highway are now marked with the official copyrighted marker of the



"Where the white road runs." The Highway between Rawlins and Rock Springs, Wyo.

Association, which has become a familiar sight to thousands of motorists. All of this work (and it means a great deal of real labor to paint and stencil a sign in three colors on at least eight telegraph poles to the mile, for 2,500 miles) was contributed to the Association by enthusiastic citizens, led by the local consuls in each section.

Actual work on the grading and hard-surfacing of the Highway is now going on in many of the states and has been going on for the last two months. The Governor of Illinois, one of the most prominent good roads advocates in the country, recently declared a "Good Roads' Day" in that state, and himself started the work on the Lincoln Highway in more than twenty towns and cities across the state, where thousands had gathered to hear him speak and to aid in the work of "pulling Illinois out of the mud." Accompanied by members of the state legislature and officers of the Lincoln Highway Association, Governor Dunne traveled across the entire state in an automobile and made more than

twenty-two speeches in one day. The results have been wonderful. More than 300 miles of road were improved in one day, and the people of the state were so aroused to the value and necessity of improved roads, that more will be done to put the roads of that state in good shape this spring than has been done in years, and much of this work will be on the Lincoln Highway.

The action of Governor Dunne has borne fruit not only in Illinois. Other governors have been led to do likewise, and a Good Roads' Day was declared by Governor Oddie of Nevada for May 30th, while Ohio is contemplating, as this is written, a state-wide demonstration.

The route of the Lincoln Highway in Ohio follows Market route No. 3, which is a state aid route. The Highway Commissioner of Ohio and his department have paid special attention to the Lincoln Highway in conducting the regular work of improvement always going on in that state, where \$7,000,000 will be spent on the country roads in 1914.

(Continued on page 88)

THE TENNIS OUTLOOK

By ANTHONY F. WILDING



THE growth of lawn tennis during the past ten years has been unparalleled in the history of any other game. From an international point of view, the Dwight

Davis Cup has been a most potent factor, and all credit for this is due to America and the American sportsman, Dwight Davis, who hit upon the happy idea of presenting a cup for international competition. I venture to think that the gentlemen associated with this competition at its inception, hardly dreamed of the important position it was to hold in a few years. Every tennis player has heard of the Davis Cup, but few understand the conditions surrounding it, therefore I will give a brief résumé of its most important provisions.

The first and most important rule is that the Cup remains with the country winning, and there it resides until won by another nation. The next rule of note is that the holder, that is, the country which won the cup the previous year, has only the challengers to play. In other words, suppose that America — as at the moment is the case — holds the Cup. Then Australasia, France, England, Germany, Canada, Serbia, and Roumania (if they like) all have to battle the matter out among themselves, and the survival of the fittest challenges America. It invariably happens that friendly disagreements take place among the various nations as to the venue of the preliminary rounds. These disputes are referred to the country in possession for settlement, and their verdict generally is "Play in our country."

As to the matches themselves, these consist of four singles and one double. A nation can rely on two players for two singles each, and two fresh players for the doubles if so desired, but generally the same two players play both doubles and singles; or it often happens that one new player comes in for the double; for instance, in the chal-



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lenge round last year, McLoughlin and Williams played the singles, while the double team was McLoughlin and Hackett. The rubber consists of five matches, rendering a draw impossible.

The Dohertys were instrumental in moving the Cup for the first time. Several English combinations had previously failed to lift it, but a team composed of the late H. S. Mahony and the famous brothers, did the trick. The matches were fought out in the keenest manner, and the victory was gained by the narrowest possible margin. This "move on" was exactly what was needed, and since that memorable occasion the Cup has journeyed backward and forward between England, Australasia, and America. The visits of international teams have had a wonderful effect on the game in the countries where matches have been decided, and nothing but good to the game has resulted.

My most memorable Davis Cup contest was in Melbourne when we were opposed by Beals C. Wright and Freddie Alexander of America. The heat on all three days registered more than 96 in the shade, and to make matters worse, every match was of the closest description. On the final day the large score board at one period read:

Australasia	2 matches	9 sets	} 180 games all
America	2 matches	9 sets	

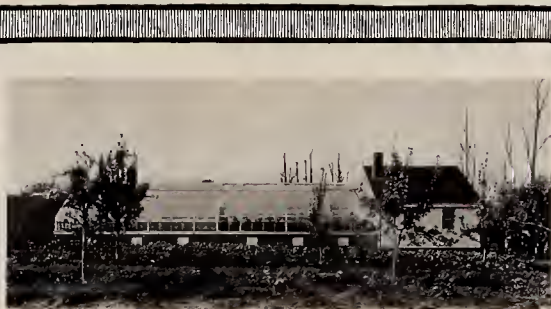
Eventually we barely won, but the excitement I shall never forget.

England's victory over Australasia two years ago, surprised every one. I don't quite know why, but it did. J. C. Parke of course, was England's discovery, and he undoubtedly deserves all the credit for England's victory.

Last year I never doubted for a moment America's ability to take the Cup back to the States. In fact I wondered rather that they lost any matches in the process. They appeared to me streets ahead of all the other teams.

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history-making match that started the Davis Cup on a fresh period of wanderings over the face of the earth. The Englishmen caught the holders off their guard, without the redoubtable Wilfred to help in the defense and with Brooks out of form. But their leadership of the trophy was short, as the Australian team of last season, that came to America to contest our right to challenge the British holders, was woefully weak and the Americans had little difficulty in earning the right to challenge.

Last year's final series, however, was perhaps the closest in the history of the Cup, and four of the five matches ran to the full five sets before they were ended; many a stroke reversed might easily have changed the whole outcome, and turned defeat into victory for the English. After McLoughlin had beaten Parke in the English championship only a week or two before by three straight sets, he lost to the clever English expert in the Davis Cup matches, in five close sets; only the weakness of Dixon saved the day for the Americans, as Parke also beat Williams in the singles, and the British championship team in doubles forced our men to the full five sets.

So the Davis Cup spent its first four years in America, then four years in England, and four in Australia, only to start its circulation again for shorter periods of one season in England, and one in America. By this schedule, it should be Australia's turn to win again this year, and start the trophy on its travels once more, but there has been a quiet determination on the part of the home talent this season to prevent this plan from being carried out, and there is more than a possibility that when the final struggle comes between the Australians and Americans (if the English or Germans do not upset calculations in the meantime) the visitors from the Antipodes may not after all carry away the prize.

Here's hoping!

THE LINCOLN HIGHWAY

(Continued from page 37)

There remains but a short mileage of Lincoln Highway in Ohio to be completed.

The State Highway Commission of Illinois has designated the Lincoln Way as State Aid Route No. 1, which means that it will receive the first hard-surfacing done in Illinois in 1914.

The Highway in the East is, of course, in very good condition. Most of the Eastern states have highly organized and efficient highway departments, with sufficient funds at their disposal to keep up the roads, and activities there have taken the form of marking the route and re-naming the streets and country roads "Lincoln Way," erecting the signs and arches I have already mentioned, and in bringing the condition of the Highway up to the standards of the Association.

It is in the Western states that the greatest amount of effort and improvement as well as help from the Association is needed.

The average cost of a mile of Lincoln Highway will probably be in the neighborhood of \$12,000, and to tax the sparse population of some of the Western states for sums sufficient to improve the long mileage between their borders, would be impossible. Yet the West realizes that she perhaps has more to gain and will benefit more quickly and surely from the completion of the Lincoln Highway than will the East, and every effort is being put forth west of the Mississippi to aid the Association in its work. The East also has realized that a transcontinental road, the western end of which is unimproved, is transcontinental in name only, and that if the great route is to be completed, the help of the populous and wealthy East must be had.

An example of this sentiment in the East is the agitation now going on for the raising of funds for the building of "seedling miles" in the West. The Association has set aside 1,000 miles of Western Lincoln Highway, to be dedicated as unit memorials to the patriotic and public spirited individuals, organizations, or cities, who, by contributing \$5,000, make these miles possible. The citizens of Canton, O., are now raising \$10,000 to be used in building two of these Western seedling miles, to be marked forever in imperishable material with the name of their city. Who would have supposed a short ten years ago that any locality in the United States would voluntarily spend its good



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money for the improvement of a road 2,000 miles away? Nothing better illustrates the Lincoln Highway spirit.

Active work is now going on in Colorado, Utah, Nevada, Nebraska, Illinois, and Iowa; and with the feeling which is now so strong in the West, growing every day, there is no doubt but what the Lincoln Highway will be used by thousands in the spring of 1915 as the most practical and comfortable as well as the best and shortest route to the Exposition.

The women of the General Federation of Women's Clubs have become deeply interested in the work of the Association, and expect to make the Highway a route of inspiration and beauty from one coast to the other. This Federation has more than 1,250,000 members scattered all over the United States, and their power, when once they unite on an active plan of procedure, can be well imagined. The work will be under the supervision of the chairman of the conservation committee in each state, where trees, shrubs, and hedges — flora indigenous to the state — will be planted along the Lincoln Highway.

Thousands of feet of steel and concrete culverts are being laid along the 3,400 miles of Highway and in many states wooden bridges are being replaced with permanent concrete structures.

A Colorado rancher has contributed to the Lincoln Highway a straight right-of-way across his land, 60 feet wide and nearly four miles in length.

St. Joseph County, Indiana, has just passed a special bond issue for \$103,000 to be used in improving its section of the Highway.

Five counties in Iowa have appropriated \$140,000 for Lincoln Highway improvement this year, and so it goes. These are simply instances showing the kind of feeling the Lincoln Highway has aroused; every one is helping, every one is doing his part to make the Highway a wonderful reality. To give a full account of what has been accomplished in even the last five months along the 3,400 miles of the Highway would require a volume.

The people of this country have been made to see what the Lincoln Highway means. To look upon it only as a great cross-country pleasure tour for the wealthy, is to miss the biggest idea back of the project. Every individual in the country will benefit from it. The impulse it will give toward a nation-wide system of improved roads will be one of its greatest benefits. Once established as the transcontinental thoroughfare of the country, the Lincoln Highway will be the main stream into which will flow thousands of branches and sub-branches reaching to the farthest corners of the nation. People in every section will want to get to it. It will force the building of connecting roads — it is doing it already. Probably as much work will be done this year on branches leading to the Lincoln Highway as upon the Way itself.

The authorities of the Panama-Pacific Exposition as well as the American Automobile Association, estimate that no less than 25,000 cars, carrying 100,000 people will cross the Lincoln Highway in 1915. To be conservative we divide that number by five and take 5,000 cars and 20,000 people as a minimum. Think what that means to the country! Crossing the continent by motor is not the same, in more respects than one, as making the same trip by rail. The motorist must have oil, gasoline, food, accommodations; he must leave a certain amount of money in every locality through which he passes; \$5 for every 100 miles is a reasonable and fair estimate. This means \$100,000 spent in every mile next spring — \$200,000,000 put in circulation west of Chicago alone. Is it any wonder that The West is pushing work on the Lincoln Highway?

The stimulus which this wonderful volume of tourist travel will be to business, to banking, to prosperity, cannot be estimated, but it can be imagined. Every year hundreds of thousands of dollars which have formerly been spent along European thoroughfares will be left in America; every year the volume of travel over the Lincoln Highway will grow.

Yet this tourist travel is but one of the minor benefits of the Lincoln Highway. It is estimated that at least 80 per cent. of the travel over the great route will be local; the manufacturer, the dealer, the consumer, the doctor, the farmer — every one who lives along the Highway or its

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In the Lincoln Highway, a tremendous movement has been started; no one can prophesy its outcome or its eventual extent, but it is a movement which, even if it progressed no farther, would mean a new era of prosperity to this country, where poor roads have long been our greatest drawback.

THE TENNIS OUTLOOK

(Continued from page 39)

if necessary, he will keep a rally going for five minutes. He has no weak stroke, but is hardly a first-class volleyer. All his "dirty" work is off the ground.

But "Supposing his opponent comes to the net?" is an obvious question. Froitzheim thought of this years ago, and has developed the most accurate passing shots I have ever seen. He hits them very slowly, and within an inch or two of the top of the net and side lines. He is particularly good at hitting from angles. In playing him it is a fatal mistake to give him an angle to play from. If a volleying attack is commenced, it is wisest to keep the ball near the centre of the court, before following it up to the net.

Australasia has a distinct school of her own. But the first-class players of that country vary both in their methods of attack, and in the construction of their strokes. Brookes's game is full of individuality and personality. He has worked it all out for himself and follows his own exclusive lines. No one else in the world takes his strokes in the same way as does Brookes.

Most players have probably two stereotyped grips—one for back hand and one for forehand. Not so Brookes. He hits the ball equally well with any grip (within reason, of course) that feels handy at the moment; the result is that his strokes are very deceptive and most difficult to anticipate. The only criticism that we can make on this system is that it mitigates against sustained and machine-like accuracy. Very fast about the court, he is undoubtedly, one of the greatest players that ever lived.

S. N. Doubt has been seen on American courts and has proved himself to be a double player of the highest class. He is one of the very quickest men about the court I have ever seen. His other great asset is a wonderful command of the ball on the volley, his cross court strokes—utilizing, as he does, the angles of the stroke to perfection—are masterpieces of ingenuity and accuracy.

A. W. Dunlop, my other colleague, is also a really great doubles player. His game can best be summed up by the one word, "sound." His volleying is sound. His ground play is sound, and his judgment is soundest of all. I would praise particularly his defensive low volleys—some of his recoveries approaching the marvelous.

The Australasian team, comprising, Brookes and Dunlop of Melbourne, Doubt of New South Wales, and myself of New Zealand, voyages to the States in the *Aquitania*, arriving in New York on July 10th. We hope to reach the final. This should mean a series of most exciting matches which will undoubtedly interest lawn tennis players the world over.



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